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FW/83



Norway gets tough

The Peterhead seine netter *Regent Bird* (above) is back at her home port after being arrested in the Norwegian sector of the North Sea for an alleged fishing offence.

Skipper Alex Morgen and his crew were escorted to Bergen by a Norwegian patrol vessel. Skipper Morgen had to pay a fine of £1,500, plus £3,500 to retain his catch and gear.

It is thought that the alleged offence could be technical as it is customary for crews to use a 'lifter' or 'cover' net to ease the strain on the cod and when it is being heaved on board.

The mesh of *Regent Bird's* seine net is understood to have complied fully with the regulations.

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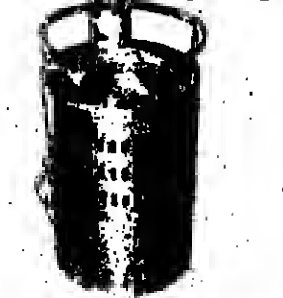
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HEAVY COD HAULS

SOME FINE landings from the North Sea made up for falling catches off the west coast of Scotland and three moderate distant water trips at Grimsby last week.

Landings by the pair trawlers and seiners were especially good and helped push the overall weekly tally beyond 20,000 kits once again.

There were heavy catches of cod and codling in particular, from the German coast, but the markets were so sound and the fish of such quality that large cod often peaked at over £50 per kit.

Another massive combined trip of £40,406 by Jens Bojen and 'Lemon' Richardson in *Morgrethe Bojen* and *Frances*

Bojen from 1,371 kits, mostly codling, after just 11 days headed the pair tenns.

A little lower down was a splendid 'maiden' pair trip by Hamling's *Paul Antony* (Sk. Frankie Josefsen) and *Deverley* (Sk. Johnny Stringer) with £22,938 from just 583 kits, again mostly green after 16 days "all over the North Sea".

It was Johnny Stringer's first trip since after years as one of Grimsby's top seine fishermen.

Consolidated Fisheries, *Kronborg* (Sk. Hms Dain) topped £10,000 (by exactly £400) for the second time in three landings at Grimsby with 398 kits of cod to outgross all the other seiners.

Top middle water trip

came from the *Bonnie Angedent* Franchman *Blank* which grossed £11,580 from 1,580 kits on a jittery pre-Bank Holiday market.

BUT's *Rose Keatinge* and *Johnny Meadows* turned in the best local effort with £21,454 from 1,078 kits, 18 days on the Wednesday.

Sedley there was a special from any of the 10 days on the Wednesday.

Wally Harrie finished up the top distant water trip on her first voyage this week.

It sold for £42,842. The French arrival - the only vessel landing for Hull's Tuesday market - made from £18.65 to £23.60 a kit for her blue llog.

Big blue ling trip at Hull

ONE OF the largest catches of blue ling seen at Hull met with a very good demand on Tuesday.

The French trawler *Capitaine Byron*, which had been fishing the Wasterlies, rolled up with 1,710 kits of blue ling from a 1,950-kit landing.

It sold for £42,842. The French arrival - the only vessel landing for Hull's Tuesday market - made from £18.65 to £23.60 a kit for her blue llog.

Placwood's landings were again dominated by a French vessel last week.

Mont Canis, making her second landing at the port, had 1,795 kits - including 80 of cod, 240 of haddock, 800 of coley, 370 of doge and 60 of ling - which sold for £36,880. This was more than £10,000 ahead of the second vessel.

On the same day another French stern trawler, *Kereon*, landed. Her 739 kits, including 135 of cod, 130 of haddock, 135 of coley, 70 of doge and 15 of ling, sold for £12,800.

The following day saw a third French vessel arrive. She was *Korrig*, which worked from Fleetwood for a short time some years ago when she was named *Miss Trudel*. At that time she was owned by an Irish firm and sailed with a Spanish crew.

She now works from Concarneau and landed 1,131 kits, including 30 of cod, which sold for £22,310.



Harry Evison - "It's not like the old days."

'Not sad to go'

HARRY EVISON, one of the best-known figures on Grimsby fish docks, retired last month after 51 years service to the fishing industry.

Mr. Evison, fish dock tug and tug manager and tug supervisor for the last 15 years, started work on the docks as a 14-year-old 'hotter boy' - a hand of red-hot rivets.

This was in the boiler shop of Bealey & Slight Ltd. Two years later he made his first fishing trip to the Wasterlies in the 'bridge' - a small boat used for collecting the 13-day trip and a very large pair of hands.

Before the Second World War Mr. Evison sailed with several different distant water firms and, when difficulties broke out, was mate of the *Skipper Billy Woods* in the *Norman-bull Northern Farm* on the top trawlers in pre-war Grimsby.

He served in minesweeping trawlers through the war and then took the steamer *Ocean* as skipper fishing around on quotas.

In 1951 he came ashore to command the Grimsby section of the *Integrator*. "I've worked 24 hours on and 24 hours off for seven days a week."

"There was that much work about then it was quite usual to have five or six sections of ten trawlers waiting in the Humber for every tide. "There was loads of running to and fro and I must have taken just about everything out at some stage including skippers' false teeth", he reminisced.

After a spell doing the same job in *Hillman Harry*, he took the recently retired *Benda Fisher* when she began her section duties in the Humber in 1955, finally moving into the office in 1963.

A quiet, modest man who is much respected by his colleagues, Harry Evison is planning to retire to Wales.

None of the changes he has seen in over half-a-century in the industry has been so spectacular as the present run down of distant water fleet.

"I never thought after the war that I would ever see the day when the deep water trawlers had nowhere to fish," he told *Fishing News*.

"I'm not sorry to be leaving. It's not what I used to be like in the old days."

DOCK BOARD WARNING

No bending on charges

THE British Transport Docks Board is not prepared to offer any concessions on port charges to the fishing industry on Humber-side where fewer vessels are facing ever increasing costs.

There was a net profit for all the Humber ports of Goolle, Hull, Immingham and Grimsby of £7.3m in the last financial year.

The BTDB chairman, Sir Humphrey Browne, made this clear last week. He stressed that it had been the fishing industry's decision to go ahead with modernisation schemes for the fish docks at both Hull and Grimsby.

"As far as we are concerned we have an agreement to which we must adhere, otherwise other users of the docks, the non-fish cargoes, are simply subsidising them (the fishing ports) and that isn't right."

Sir Humphrey added: "We believe that it's in the best interests of the ports that each business, as far as possible, is on its own."

"The fishing industry cannot reproach us because we were persuaded to enter into capital works to modernise the fish docks. It was their decision not ours. They entered into agreements on charges and now they cannot really resign on that."

The report shows fish landings at Grimsby for the year were 91,081 tonnes (15 per cent lower than the previous year) and 77,806 tonnes at Hull (16 per cent down).

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COMMENT

THE TRADE and Industry Sub-Committee report on its investigation into the fishing industry has proved very timely, especially in recommendation to open up bilateral talks with Norway to ensure that our fleet can keep fishing in these waters.

The importance of Norway as a fishing area for Humber-side freezers and the Scottish net fleet cannot be under-estimated. The loss of those grounds could annihilate the ports of Hull and Peterhead.

Why we say the report is 'timely' is because has come when the Norwegians - despite the previous friendly attitude to Britain - have begun to harden.

This started back in April when a Norwegian boarding party warned off a Scottish seiner not keeping a fishing log. This was despite the fact that there had been assurances from Norway that most of the control measures they had introduced would not be effective until the end of this year.

Last week there was another incident to underline the changed Norwegian attitude when the Peterhead seiner *Regent Bird* was fined for using a 'cover' on her net to ease the strain when hauling it aboard. A normal practice in Scottish seines.

Even the men on the Norwegian patrol boat were non-plussed by this kind of nit-picking and explained that their orders had come from the Government.

It now seems that any British vessel entering the Norwegian zone will be subjected to intense scrutiny, simply because of the growing disenchantment in Norway over its attempt to deal with the EEC.

On this subject we can only agree with the Norwegians; after all, we have the same problems ourselves. If Minister John Gummer really wants to avert the crucial blow to Norway banning British trawlers because of EEC indecision, it is time to get talking about the way the sub-committee recommends.

Albert Davies has retired on health grounds from his position as secretary of Milford Trawler Owners' Association and also as secretary of the Milford Fish Trades' Protection Association. Milford Ice Company, and Milford Fish Meal Company.

His position at the owners' association came years after his original post with the fish trade which he held from 1920.

His successor is to be Hugh Kerr who has been involved in trawler ownership and management for 40 years. When the V. Kerr first headed by his brother, the late William Kerr, OBE, was one of the port's biggest firms. Mr. Kerr played an important part in running the EEC indecision, it is time to get talking about the way the sub-committee recommends.

Mr. Kerr will take over all four positions held by Mr. Davies.

Editor: Harry Barrett
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TRANSHIPPING

— will the EEC call for a halt?

EEC AGREEMENT on a Common Fisheries Policy could spell the end of the lucrative mackerel transshipping operation between British fishermen and Russian factory ships.

The setting up of a CFP means that the Russians will have to apply for licenses to "process, handle and carry" as well as "catch" fish in EEC waters.

Unless there is a reciprocal fishing agreement between Russia and the EEC, experts in Brussels consider it unlikely that licenses will be granted.

Pressure is mounting from Denmark and West Germany to ban all processing by third country factory ships within the EEC 200-mile limit.

Last week the EEC plugged a loophole in which Community funds were being used to subsidise fish exports to Eastern Bloc ships.

On April 29 a regulation came into force excluding fishery products of Community origin, frozen or processed on board third country vessels, benefiting from export refunds.

However, as the mackerel season is already over it will not have any effect until the new season starts in the autumn.

The regulation is designed to stop the practice whereby two British companies hired Bulgarian freezer ships to process mackerel caught by English and Irish fishermen off south-west England and in the Irish Sea.

This took place mainly in the Carrick Roads off Falmouth and about eight Bulgarian vessels were involved, according to Commission sources. The mackerel was exported in Bulgarian carrier ships to Bulgaria and Nigeria.

The Commission believes that these operations are comparable to those made in Third Countries where

production costs are lower than those in the Community. The export refund, equivalent to six units of account per 100 kg (about £4), therefore gives an unjustifiable economic advantage and excessive profits.

Commission officials estimate that several thousand

tons of Community mackerel have been processed and exported by Bulgarian ships in the past few months. But they add that no EEC funds have been handed over.

As the operations took place three miles offshore, end no British customs of-

ficials were present, the British Intervention Board delayed payment.

The sale of mackerel by British fishermen to Russian factory ships off south-west England is unaffected as the Russians do not benefit from EEC export refunds.

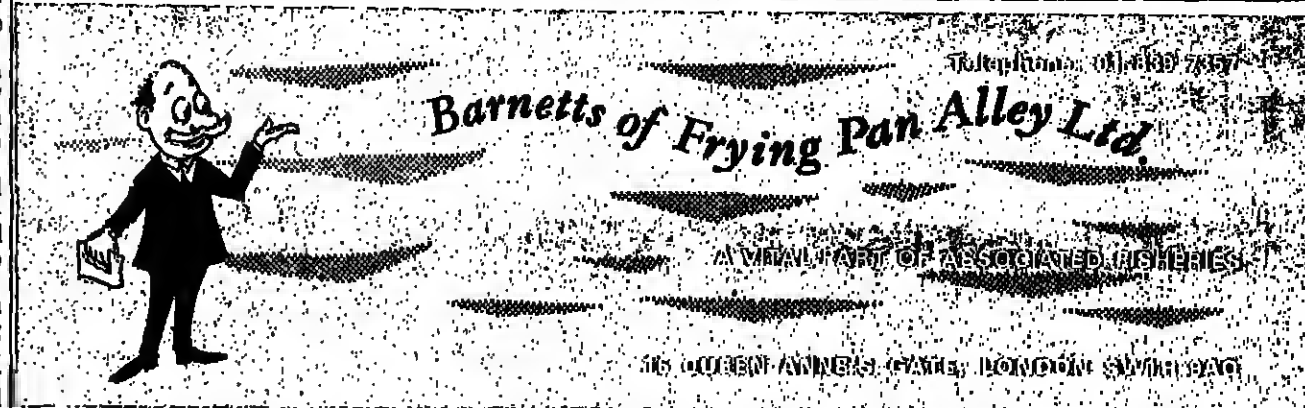
TWO-WAY TRAFFIC TO DOCKS

THE 35ft. western entrance lock to Grimsby fish docks has been closed.

A pedestrian/vehicle bridge is to be installed across the lock for engineering work to be carried out on fish dock island.

The lock will remain closed for some time and fishermen are advised to take extra care when approaching the 45ft. eastern lock which will now be used for both arrivals and departures.

Skipper waiting to pass through are advised to take notice of the signals - especially at night.



SMOKED SALMON SPECIALISTS, QUICK FROZEN SEA-FOOD AND DELICATESSEN MERCHANTS

Upon My Hippocratic Oath I

I was hardly back from Kampton Park ("Hessed down all day, mum, and not a single winner!"), when I found the note on my desk - not even in an envelope! "Barnett. You are to go to the B.U.P.A. Medical Centre at Kings Cross for a thorough physical check-up, which might be considered by many shareholders to be a waste of Company time and money. Go whenever you like, but your salary will be suspended until I receive from the examining doctors a full and detailed report of your present senescent state and condition. Chairman."

I was in lovely Kings Cross very early the following morning, and in my Marks and Sparks undies, dressing-gown and socks a few minutes later.

During the next frightening 3½ hours I was rushed from one terrifying test to another, each more horrifying than the one before. I gave blood, I gave breath, I gave urine, I gave measurements and weight, and bravely bared my chest for X-rays by two nurses with the most frozen hands since Nimi of La Bohème fame.

Then my optics were peered into (visual acuity), my ears were shouted into (audiometry) and the butterfly in my tummy were given a hard time and five cups of coffee to keep them from continually attempting to take-off.

Next, the questions! We were called, about 20 of us, one by one, to sit in front of a small screen rather like a tally, on which was flashed a series of questions, each question having four or five parts, and we had to press a button opposite the answer which we believed to be most applicable to our own particular case. "Prize: £20,000? Do you drive a car? If so, how many miles each year? 2,000-5,000? 5,000-10,000? 10,000-20,000? Over 20,000?" Then up popped another question: "Your present job: Do you enjoy it? Yes? No? Wish to retire? Wish for promotion?" Then, "Do you have a cough? In the mornings? During the day? At night?" ... all very meaningful stuff, and lots more.

Then, at last, I saw the Great Man, the chief witch doctor himself. "Please sit down," he said, looking at me very intently over his tri-focals. "I have the results here of your personal questionnaire. For your job ambition you appear to have pressed the button alongside the answer, 'Promotion'. Mistakenly, I presume?" "No" I said, "I'm keen on promotion, sir, and am expecting it."

He quickly shuffled through some papers - mine, I guessed - and asked me if I had been born, as I had stated, in 1911. On my happy assurance of this well-known oater and fishy fact, he passed a less than steady hand over his forehead and asked just what form I wished my promotion to take. When I was frank enough to tell him what I wanted, he said delusions, fantasies and obsessions were all part and parcel of our normal growing-up process, and they were not harmful to the ego or libido provided they were kept under strict control, although we should endeavour to come to terms with these imaginings not later than early middle-age.

Then off with my scanty covering as he gave me a full and thorough going-over, tut-tutting as he worked and probed. Finally he said, "Sorry, my dear chap, this is, I'm afraid, the final discomfiture. Face the wall, pull your legs up to your chest, try not to fall off the couch or hate me, lie still and think of England." I did try. But it was extremely difficult to concentrate at that particular moment on the country of my birth. My thoughts tended to focus, perhaps selfishly, on my own immediate predicament in resembling a *Silenebyrre* over-ready chicken. But it was soon over and my torturer let me up to dress. Which I did. Quickly.

A funny thing happened to me on my way out through the waiting room. A queue of I saw, little of face, waiting next in the queue for the rigours of the examination. You're right! ... that Captain Farnham. I did! I thought back to my last painful, undisturbed ten minutes - and laughed all the way back to my car. I was, lovingly waiting for me in Queen Anne's Gate.

W. H. H. of Frying Pan Alley

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Marr appeals against Faroe nets mesh fine HOW EASY SHOULD TEST BE?

A £1,900 fine has been imposed by a Faroese court on the skipper of the Aberdeen trawler *Glen Urquhart* for a breach of net regulations. The cod end was confiscated.

The vessel's owner, J. Marr (Aberdeen) Ltd., is to appeal in the Faroese High Court against the conviction.

Skipper Sandy Brown had been taken into Thorshavn last weekend by a Faroese fisheries protection boat.

Marr's appeal is on the literal interpretation of mesh regulations by the Faroese court.

A spokesman for the owners said they understood that the gauge should pass through the mesh "easily" when attached to a ten pound weight.

Andrew Marr, managing director of J. Marr (Aberdeen), said that the question of the word "easily" took up a considerable amount of the court's time.

He added that it was hoped the Faroese would release part of the net in question so



Sandy Brown — skipper of Marr's *Glen Urquhart*.

that, when the vessel returned to Aberdeen, there would be an opportunity to have the net tested by the Department of Agriculture and Fisheries.

Considerable efforts were made to ensure that the trawler's net conformed to the new Faroese laws before she left Aberdeen.

Particular emphasis is placed on mesh sizes before every Aberdeen trawler leaves for the middle water grounds.

Officials of the Aberdeen Fishing Vessel Owners' Association could not comment on the case until they had heard the full facts from the vessel's owner.

Grimsby records tumble

TWO MORE Grimsby grossing records tumbled last week.

Skipper George Ireland — back in Lindsey Trawlers' *Loveden* after missing two trips — pushed the port earnings record for trawlers in the 100 to 110-ft. category to a new high of £13,774 after a 14-day North Sea trip.

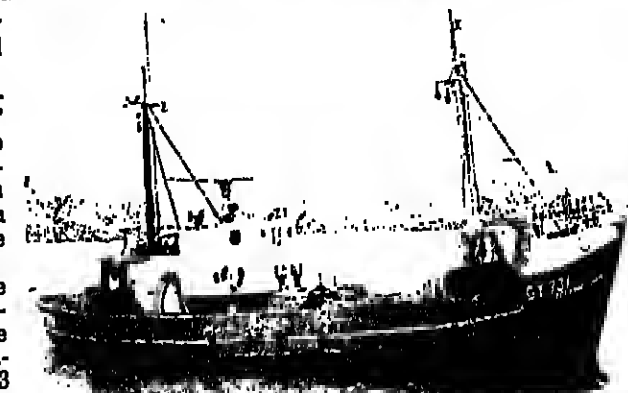
It was the third time Skipper Ireland in the 106-footer had improved on the old standard. His 398-kilowatt turn-out this time included 123 kits of quality large cod, 224 of plaice from chets to large, 17 of dabs and ten of prime.

Twenty-four hours after the *Loveden* record, Skipper Michael Zeebroek in the pocket trawler *Yolande-Anne* snatched *Victory's* inshore trawling record on April 26 with a new high of £8,220.

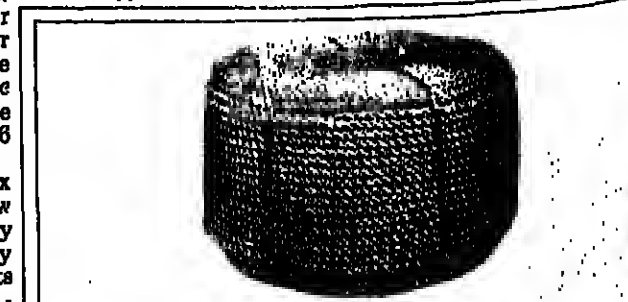
Using a Cosalt Concord box trawl 'yo-yo', which is now owned and agent by Thomas Hemling's Grimsby subsidiary, landed 215 kits (mostly big cod) after an 11-day trip which began off the Lincolnshire coast and ended up N-NE of the Humber.

It is thought to be the first time a Grimsby trawler with an engine below 200 hp has made this sort of money single-boat fishing.

The 'yo-yo' record, which delighted the owners, included a single haul of 70 kits.



Yolande-Anne made Grimsby's best-ever inshore trawling trip with skipper Michael Zeebroek (below).



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TRAWLERS COMING OUT OF MOTHBALLS

HOPES ARE high on Humberside that several distant water wet fish trawlers which have been laid-up since before last Christmas may get back to sea this month to fish Bear Island.

Already BUT at Hull has got *Lord St. Vincent* ready for the 4,000-mile round trip in the Arctic circle and other Hull fishers could follow. In Grimsby BUT's *Vianova*, *Lord Jellicoe* and *Northern Reward* may also come out of moth-balls for Bear Island/Spitzbergen trips.

A BUT spokesman at Grimsby told *Fishing News* last week: "There is a possibility that we will be getting some, if not all three, back most probably at Bear

Island during the next month.

"That is what we are aiming to do, but it is not necessarily definite — we are cautiously optimistic."

With each trawler crewing some 20 men, such a move would be welcomed by Humberside's queues of unemployed fishermen.

Bear Island and Spitzbergen are the only distant water grounds, except for a closed zone, which are not under licence or subject to

Preparing for the Arctic

Norwegians exercise the right to control vessels there.

Under these arrangements skippers must report their catches daily and trawler owners are not allowed to put in more fishing effort than they have done in previous years.

This effectively prevents a major assault on Bear Island/Spitzbergen by BUT has decided to operate its smaller, more economical, distant water trawlers if the trips go ahead.

Unfortunately the future for the really big wet fish trawlers remains no brighter.

At Grimsby, it is understood, there are still only 13 north-east Arctic quota licences available.

The Boston Group and Consolidated Fisheries are presently running four wet fishers each and BUT has to spread five licences amongst its six-strong freezer fleet.

The firm was only able to put *Northern Gift* back on to the Norway Coast recently because the freezer *Invisible* is undergoing generator repairs.

Now the position has been made more difficult by *Goth* returning from the south-west mackerel season. This freezer is presently being overhauled but, eventually, BUT may be forced to adopt a new fishing role, or switch grounds for at least one freezer, to comply with the current distant water fishing restrictions.

It was a good week for merchants dealing in cod but roker buyers had only just 10 kits of the variety to bid for.

MILFORD Haven had only two landings of note last week — but both brought excellent grossings.

Top ship was *Platon Sea Eagle*, commanded by Skipper Robert Foster, which struck a rich seam of cod before returning to port with a total of 238 kits which sold for £8,308.

Included in the catch were five kits of haddock, 110 of cod, 30 of whiting, 25 of plaice, three of turbot and brill and three of sole.

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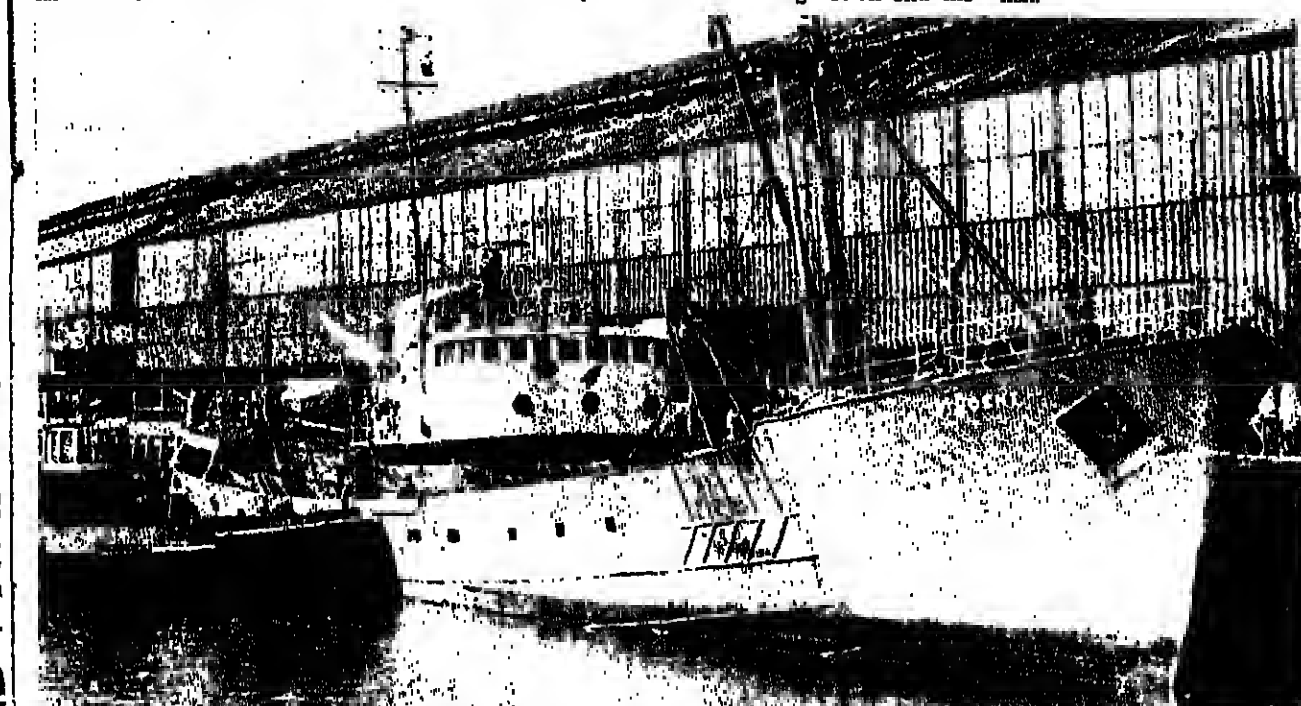
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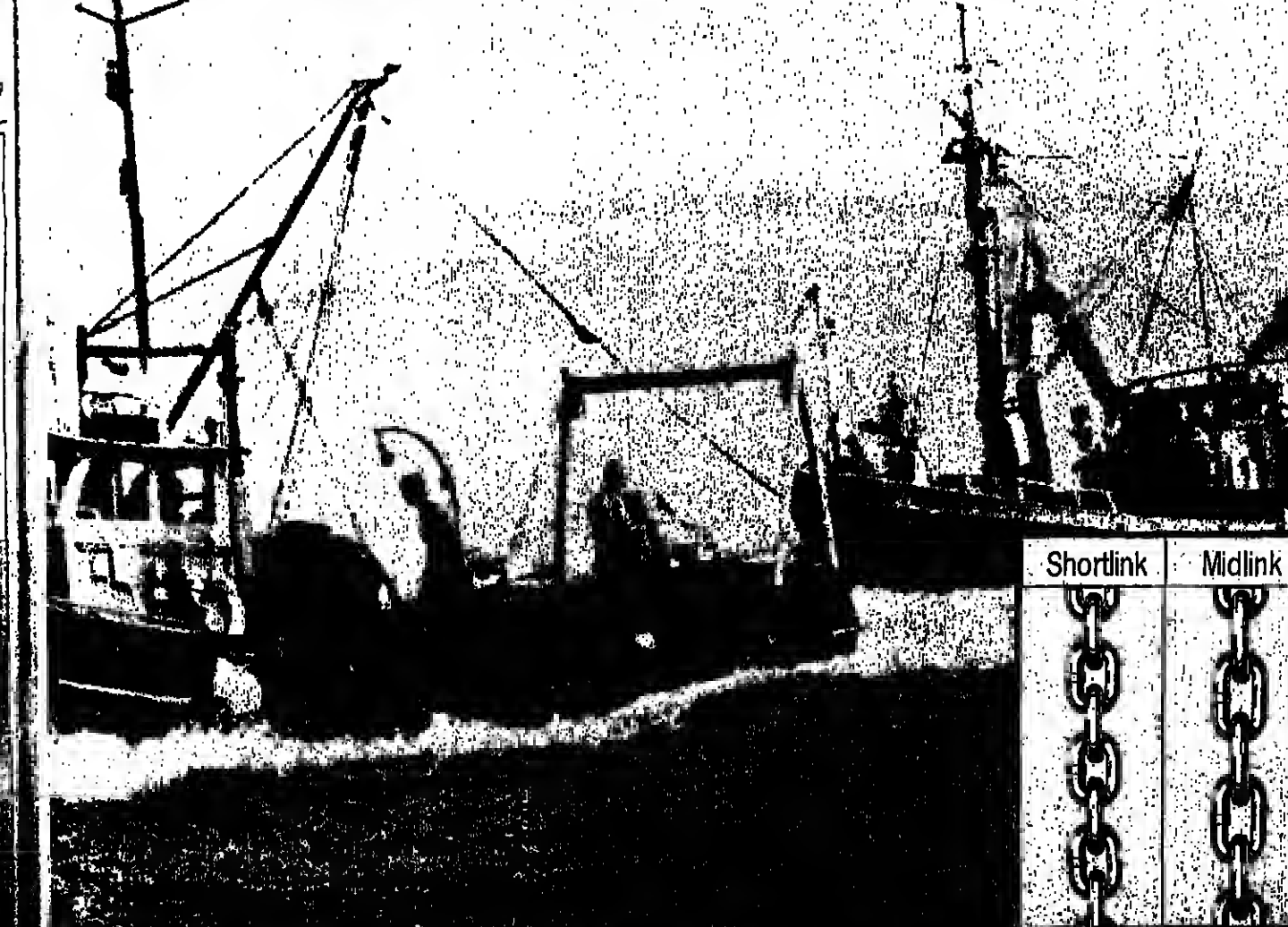
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The Hull motor trawler *Lord St. Vincent* is expected to be the first of BUT's distant water trawlers going to fish Bear Island.

"What's this new
Trawlex Midlink chain?"

"It's 16% cheaper,
that's what!"



Another first for Trawlex: Midlink is not a replacement for the existing shortlink chain but a cost-saving alternative. It shows you a 16% cost reduction per metre...

Trawlex Midlink is equally as strong as shortlink; is manufactured from exactly the same alloy steel and given the same heat treatment. It is just as hard and resistant to wear. Has all the high quality which has won Trawlex its reputation for reliability and long life.

Extensive trials in the North Sea have proved Midlink's catching ability.

Trawlex Midlink accepts all standard Trawlex fittings and is available in 10, 13, 16mm sizes at Trawlex Distributors.

Ask to see Midlink. Your judgement will tell you... It's a sound way to cutting costs.

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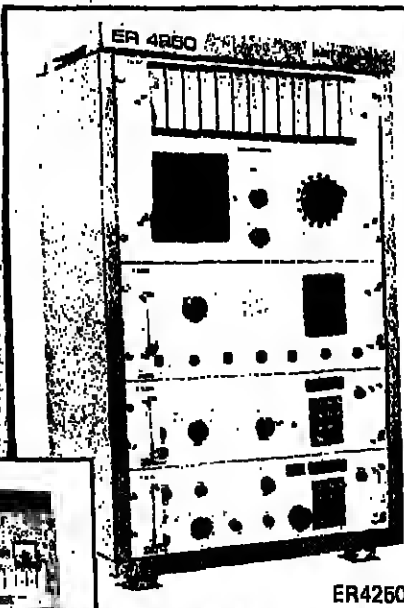
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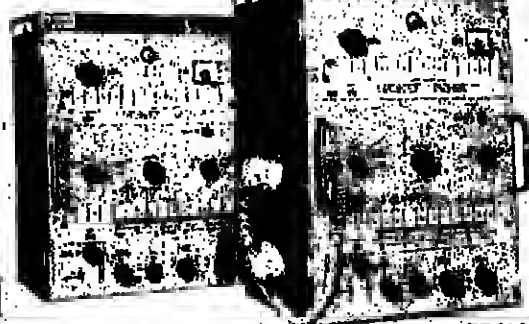
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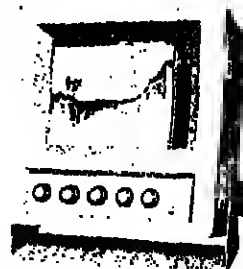
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TRADE ENQUIRIES WELCOME

15 MINUTES IN THE NORTH SEA Pocket of air saves non- swimmer, 63



Johnny James — mink's
cape for a non-swimmer.

A 63-YEAR-OLD in-
shore fisherman
was described as 'the
luckiest man alive'
after surviving almost
15 minutes adrift in the
North Sea last week.
He is a non-swimmer.

Jackie Mountain did not lose
contact with Mr. James and
he eventually managed to
grab a rope and was hauled
back on to Lead Us.

Two days later, on April 28,
65-year-old Albert Barker
was swept overboard from the
new Grimsby section tug Jon-
ny. At the time Jonny was
assisting a Norwegian cargo
vessel to leave Grimsby.

Johnny James was return-
ing to Grimsby on the in-
shore fishing vessel Lead Us
when he accidentally fell into
the sea. Mr. James believed he
kept afloat because of a
pocket of air trapped across
his chest and shoulders by his
fisherman's work suit.

The rescue was hampered
by misty fog, but Skipper
Harry Towb has made his
peace with Arbroath's
angry fishermen and
merchants. He visited the
Scottish town last week
to sample the famous
smokies he made fun of in
a beer advertisement.

In the TV advert and in
newspapers Harry, who plays
a gormless Scot — hating
Englishmen, said: "Arbroath
smokies. They make me
cough. But your beer is good."

Immediately there was a
storm of protest from
fishermen who said that it
would spoil the image of the
smokie. Scottish and Newcas-
tle Breweries hastily withdrew
the advert and apologised.

Harry was treated like
royalty when he visited the
town to try smokies for the
first time. South Angus MP,
Andrew Welsh, was there to
greet him along with hun-
dreds of fishermen.

When Harry tried his first
piece he said: "Your beer is
good... Your smokies are
marvellous... But your
weather is awful."

Harry's tour of the town's
harbour was cut short by
pouring rain, but he did see
the whole smokie process
from start to finish in the
premises of ex-provost, Bob
Spink.

Mr Spink's family have
been in the smokie business
for 180 years and he exports
his products all over the
world.

Harry, with a packet of
smokies under his arm, then
needed for a pub where he had
a drink with local fishermen.
He told them: "I take back
all I said about smokies."

THE 56FT. DeeJay, owned
by David Rainford, chair-
man of the Fleetwood
Inshore Fishermen's
Association, and Skipper
John Cowell, has arrived
at Fleetwood.

The vessel was built at
Macduff and has been work-
ing out of that port before
coming to Fleetwood. She is
powered by a 230hp Gardner
diesel.

Her arrival takes the sting
out of a Western and Lan-
cashire Sea Fisheries Joint
Committee report that the
port's inshore fleet of vessels
from 45 to 80ft. dropped by
nine vessels in the last three
months of last year. The total
for the under 45ft. section was
down by six.

Job drive at Fleetwood

AN 'astounding' response
to a recruitment drive at
Fleetwood by Lowestoft's
Colne Fishing Co. has
been reported by the local
Job Centre.

George Cooper, trawler
manager for Colne, said the
firm had interviewed about
45 men and would probably
hire half of them.

Blockade by 400 vessels

A FLEET of 400 Danish
flashing boats were
reported to be blockading
the port of Bornholm this
week.

Feelings against the
Danish Government were
running high after it had
restricted boats to two
days fishing a month in
the Baltic.

These measures were
taken when it was found
that the cod quota was
running out fast.

MP BACKS INSHORE MEN IN TAX PLEA

WINNIE EWING, MP for
Moray and Nairn, is tak-
ing up the right of
fishermen for early
retirement relief on
capital gains.

She has pledged her sup-
port to the Scottish
fishermen's Federation,
which raised the matter with
the Chancellor of the Ex-
chequer last month.

The Chancellor's first re-
sponse was that to make a
special case for fishermen
would open the door to other
"groups of businessmen."

Mrs. Ewing has written to
the Chancellor pointing out
that the life of a fisherman is
not the life of an ordinary
businessman.

Mrs. Ewing has asked the
Chancellor what classes of
businessmen could be com-
pared with inshore fishermen.

She has also pointed out
that the Inland Revenue's
Superannuation Funds Office
has indicated that, when
dealing with retirement an-
nuities for inshore fishermen,
it was prepared to accept a
retirement age of 55.

She was piped into the
water by some pipes of the
local pipe band which played
on Paul McCartney's Wings
group hit recording of Mull
of Kintyre.

It was four years ago to the

MACKEREL PRICE PLAN 'A MUST'—BUYERS

"A MINIMUM price
structure for mackerel
must be reached
speedily between
buyers and fishermen
if UK exporters are to
strengthen their hold
on overseas markets."

This view has been put
forward by Alan Bolt,
chairman of the Herring
Buyers' Association.

Mr. Bolt, acting as a
spokesman for buyers, said
that they would be able to sell
for human consumption vir-
tually everything the
fishermen caught this year —
but only if the right kind of
price agreement is reached.

All the major mackerel
fishing nations are trying to
capture the same markets,
and the UK has to be at the
competition.

There is due to be another
meeting with fishermen's
representatives today (May
12) when prices will be dis-
cussed further.

The potential for UK
human consumption sales
this year is considerably
greater in weight terms. Mr.
Bolt added that an agreement
had to be reached between
the buyers and fishermen at
the meeting, because ex-
porters had to conclude deals
very soon.

Both sides had already
thrashed out a number of
problems at an earlier
meeting. These included lan-
ding and fishing weeks.
However, the minimum price
problem needed more time.

As long as fishermen do not
put their price structure too
high there was a tremendous
potential of the mackerel
fisheries, according to buyers.

The first mackerel to be
seen at Aberdeen fish market
this year was landed this
week by the Aberdeen trawler
Grampian King. She turned
out a 100-box catch averaging
28.50 a box.

Another Campbelltown 85
steel seiner-pair trawler has
been launched at
Campbeltown Shipyard,
Campbeltown, Argyll, for a
top skipper.

She has been named
Kestrel by Margaret, the
daughter of Skipper Ian
Sutherland of Hopeman who
owns the vessel in partnership
with Alistair Jack.

In 1976 Skipper
Sutherland's Kestrel was the
top seine net boat in Scotland
and, in 1977, he had the third
top boat — an achievement
surpassed only by two other

day that Campbelltown
Shipyard launched the first
Kestrel for Skipper
Sutherland, on 80-footer.

Campbeltown-built boats,
with a standard
Campbeltown 85 hull, the
vessel's principal dimensions
are: length overall, 28m;
length BP, 23.35m; breadth
moulded, 7.2m; and depth
moulded, 3.65m.

Features of her new layout
include rope reels at the after
side of the main deck casing
and a three-quarter
shelterdeck so that the crew is
under cover when working.

Kestrel is powered by a
Mirreless Blackstone
ESL6MGR main engine
developing 600hp at 750 rpm,
with a 24:1 reduction gear-
box. Her auxiliary is a
Gardner 6LXB.

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length BP, 23.35m; breadth
moulded, 7.2m; and depth
moulded, 3.65m.

Features of her new layout
include rope reels at the after
side of the main deck casing
and a three-quarter
shelterdeck so that the crew is
under cover when working.

Kestrel is powered by a
Mirreless Blackstone
ESL6MGR main engine
developing 600hp at 750 rpm,
with a 24:1 reduction gear-
box. Her auxiliary is a
Gardner 6LXB.

She was piped into the
water by some pipes of the
local pipe band which played
on Paul McCartney's Wings
group hit recording of Mull
of Kintyre.

It was four years ago to the

day that Campbelltown
Shipyard launched the first
Kestrel for Skipper
Sutherland, on 80-footer.

Campbeltown-built boats,
with a standard
Campbeltown 85 hull, the
vessel's principal dimensions
are: length overall, 28m;
length BP, 23.35m; breadth
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moulded, 3.65m.

FN: It looks as though the dispute between the UK and the rest of the EEC on the future of the common fisheries policy is moving towards a compromise based on a quota system. What problems do you foresee?

AP: The basic weakness of any solution of the CFP dispute, which fails to give exclusive authority to the coastal state, is that sooner or later someone will break the rules.

In a quota system without coastal state control an EEC member state, under pressure from its own fishermen, will reason that it has little or nothing to lose from going over the quota, provided other states continue to observe it.

In aggregate the total allowable catch will not be exceeded by much more because others will stick to their quotas, so the future of the stocks will not be threatened and, at the same time, the member state's fishing fleets will be preserved intact.

But, of course, this is the beginning of the breakdown of the system because other states will not be willing to be taken for a ride by the undisciplined countries and they, too, will loosen the reins on their fishermen.

The outcome is predictable

'FN' talks to the new NFFO chief executive

— a general breakdown of the quota system, TAC's exceeded and everyone's livelihood threatened. We have already seen it happen many times before under the old NEAFC system.

FN: How should the weakness be tackled?

AP: The coastal state must be given exclusive control over the waters within its fishery limits out to 200 miles or the median line.

The coastal state has a long term and direct interest in conserving stocks for the benefit of its own industry. It must, therefore, control its own fishermen and any foreign fishing activity with this in mind. For example, it would be inconceivable for the Norwegians to permit the overfishing of the Arcto-Norwegian cod now it is within their power to prevent it. Similarly, no UK government with exclusive control over the North Sea herring would have allowed the disaster of its overfishing to have happened on the scale it has.

FN: Do you think the industry should stick to its policy of pressing for a 50-mile exclusive limit?

AP: Yes! Whatever the outcome of the current negotiations, the long term aim of the British fishing industry must be a widening and strengthening of the coastal state control. Policies designed to achieve this must be pressed not only for the current generation of fishermen, but also for future generations.

No one should be under any illusions about not being threatened by the CFP in its

present form. Even the smallest coasts fishing are at risk from the CFP as it now stands, for it will permit foreign fishing up to the beaches in the 1980s.

FN: Most people seem to accept the need for the contraction of fishing effort and the licensing of vessels is usually the means of doing this. What are your views?

AP: I think we have to be very careful about accepting the need for further contraction for several reasons.

First, we do not yet know the outcome of the CFP negotiations. We want a fleet sufficiently large to take advantage of whatever is available and we certainly do not want to contract in advance of any agreement.

Second, I would rather see fishermen employed, even if restricted, than out of work altogether. With proper conservation the stocks will revive and this will, we hope, ease the problem in a few years.

Third, the section of the fleet represented by the NFFO, the English shore fishermen, operate vessels which can hardly be described as destructive and the disappearance of a proportion of these boats would make a negligible contribution to the revival of stocks.

Finally, the burden of dislocation and decline on the British industry as a whole has already been exceptionally severe over the last few years and it is time other countries took on a greater share of the load.

FN: The renegotiation of the CFP is clearly the most important issue facing the industry at the moment. What other problems are there?

AP: Most of the difficulties facing the industry follow from the dislocation caused by changes in the Law of the Sea and the CFP. The problem of docks is particularly troubling.

Where fishermen at Grimsby and Fleetwood, for example, have been hit very hard indeed by the disproportionate increases in dock and landing dues resulting in part from the decline in the deep-sea fleets and, consequently, their contribution to the costs of running the ports.

Quote management is another difficulty, made worse by the growing pressure on home water stocks from capacity prevented from operating elsewhere.

On other conservation measures there is a wide consensus throughout the British industry. The problem here is to persuade the Government to implement them.

In the midst of all the battle on the catching side, we should not lose sight of the marketing problems. The marketing side of the CFP is supposed to offer some protection to fishermen who have often suffered severely at the hands of weak markets. The system must be made to work effectively.

FN: The NFFO has grown rapidly since its inaugural meeting a year ago. What do you attribute this to?

AP: The fishing industry — along with most other industries in developed economies — is increasingly enmeshed in government regulations of one kind or another. Many fishermen

have realised that, without strong independent representation, their interests are in danger of being overlooked when regulations or legislation are considered.

On their side, ministers and officials have at last begun to realise that they cannot operate effectively without consulting the industry.

The NFFO is the means by which the English inshore industry can transmit to

ministers, MPs and civil servants the views of its members loud and clear. Those who have joined are convinced of their need for their own organisation to take up issues on their behalf whenever their interests need defending or advancing.

In its first year the NFFO has established itself with Government and has made an impressive contribution to

pressure on the Council of Ministers.

FN: Your office is now in Grimsby. Why did you choose this location?

AP: The NFFO has not yet made a final decision on where its headquarters should be. An office and facilities were available for us in Grimsby so we have taken advantage of them. The long term location, however, is for the organisation to determine.

FN: In conclusion, what do you do before this post?

AP: After graduating in 1974 I went to work with the WPA as an economist and then, at the beginning of 1976, I took up an appointment in Hull as BPF economist and PPA secretary, which later developed to become Secretary of the British Fishing Association as well. In February of this year I left the BFA to take up the NFFO post.



A breakthrough in video processing

With ordinary radar there are six fundamental problems that can hinder the interpretation of a radar picture — Sea clutter, which can best be dealt with by manual adjustment of the sea clutter controls; Rain clutter, dealt with by manual adjustment of 'rain' and 'sea clutter' and 'gain' controls. (These controls require constant skilled adjustment, sometimes over long periods, and provide at best a compromise solution.) Radar interference from other ships and radar noise from own ship also worsen the picture. Weak echoes are hard to pick out and small echoes even harder to sea at long range.

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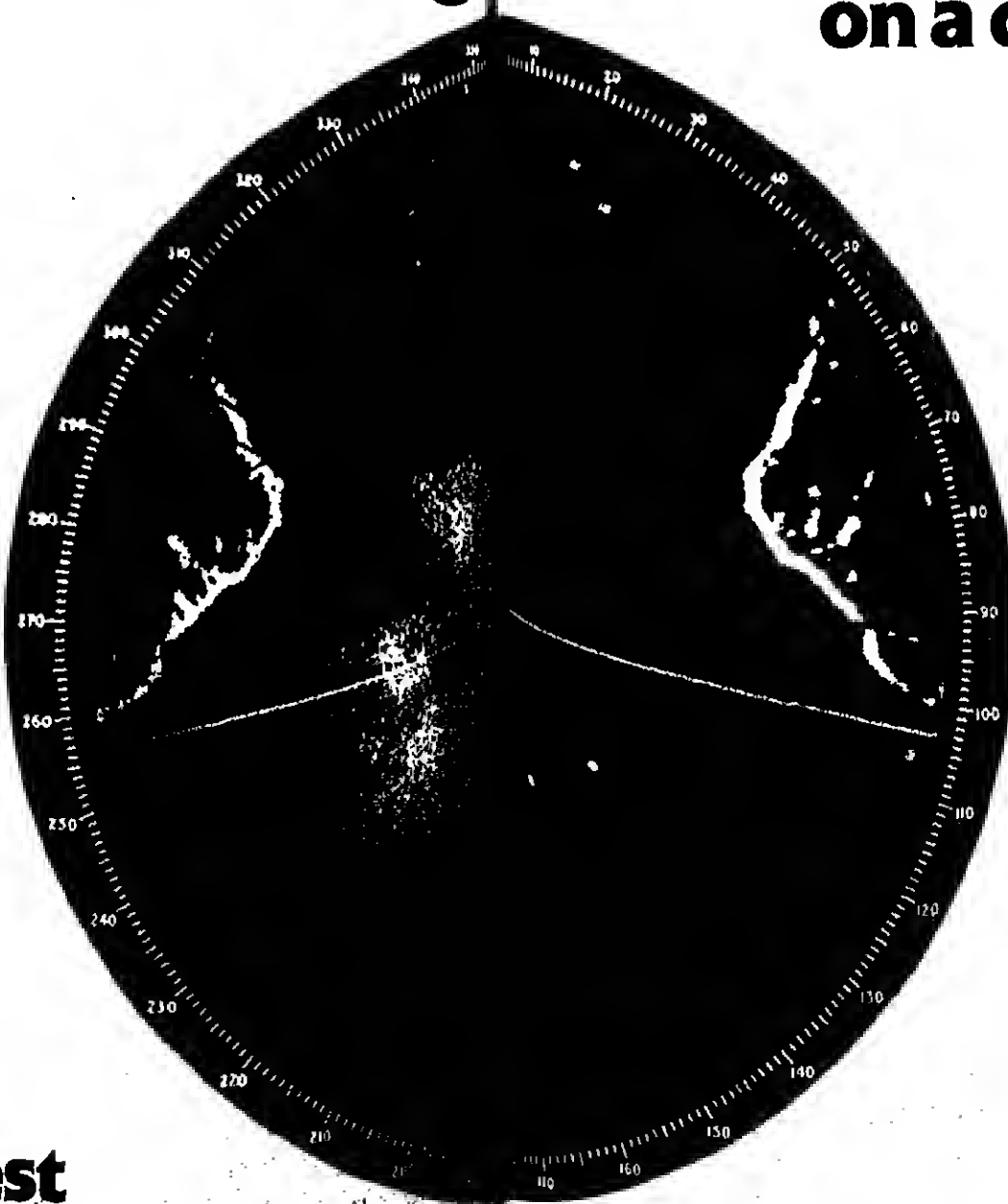
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- Makes echoes longer

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Insulation — don't get it wrong

SINCE I described some ways of insulating fishrooms and engine spaces on March 24, I have received an enlightening letter from Mr. C. J. MacLeod of Bearsden, near Glasgow.

Although a mining engineer he says he is an avid reader of *Fishing News* because, whenever he can get away from his hectic duties, he goes fishing.

It is his hope that, if his information saves fishermen from suffering from the effects of fire and toxic fumes, he will be forgiven for setting his pots off the west coast of Skye. Here is the gist of his letter.

Having had 30 years' ex-

John Burgess' Log



perience of fighting fires underground, I was more than a little perturbed to read in *Fishing News*, March 24, that one of your correspondents wanted to insulate his boat thermally as well as acoustically with polyurethane foam and glassfibre.

Unfortunately, insulation is one of the most misunderstood subjects. When we put insulation on the inside of a ship, or a mining tunnel, or even a house, and that is where most insulation is put, we are not insulating the ship or the mine tunnel or the house — we are insulating the contents and/or the inhabitants. We could only insulate the ship or the house if we could place the insulation externally — and this is not always possible.

In layman's language, we insulate to capture BTUs (British Thermal Units) and prevent them from escaping. This is all very well, providing these BTUs are supplied from a device that is controllable. But should even a small fire start in a boat (such as a pound of greasy waste igniting) because of the very high performance of insulating materials such as polyurethane foam, the BTUs will increase at a very rapid rate and, as the spread of flame is always related to the temperature at the source, the spread of flame will be devastating.

How many times have we read in our newspapers of a witness saying "At one moment there was a very small fire, and the next moment the entire building was engulfed in flames".

This is caused by a sudden rise in temperature because the building was insulated internally. The very high temperature that was reached because of the insulating materials caused combustible fumes to rise from other materials in the building, and when the radio of these combustible fumes is right, the spread of flames is akin to an explosion.

I have tested polyurethane foam which achieved a class 1 spread of flame and, indeed if a single board is tested, it is not difficult to get a class 1 spread of flame.

However if a box, tunnel or ship (which is nothing but a tunnel upside down) is made with the same material, given the same or a less source of ignition, the insulating properties of the box will increase the temperatures. And this will be to such an extent that nothing on earth, including refractory materials, can withstand the spread of flame and the high temperatures that go with it.

In 1966 I coated 18 lineal yards of tunnel with 1 in. of polyurethane foam. I then fireproofed the surface of the polyurethane foam with sodium silicate and with asbestos cement to prevent the foam from igniting.

I then lit a fire in the centre of this area of tunnel and in

four minutes the temperature had reached 760°C. And this temperature continued to rise for a further 25 minutes reaching a maximum of 1,180°C. We had extremely high concentrations of hydrogen of cyanide.

It was also interesting to note that the dense black smoke and floating carbon particles would have made it impossible to rescue anyone on the other side of such a fire, if there had been any way of getting round the heat. These facts were reported to me to the Board of Trade which was, I believe, at that time insulating container ships with polyurethane foam.

I am in no way condemning polyurethane or any other material as an insulating

Don't pay too soon!

FROM time to time I receive letters from readers who have forwarded cheques in advance for nets, lines, smokes or whatever advertised in *Fishing News*.

In most cases they have not received the goods, or have not received replies to subsequent written inquiries about delivery. Often they have not been able to contact the advertiser by telephone.

In every case they have wanted to know whether I could do anything to assist them in their predicament.

There is nothing I can do to help those who have already risked their money. It might help to prevent recurrence of such cases though, if I draw attention here to the advertising director's request regularly printed on the back page of this journal.

It states: "WHEN ORDERING GOODS ADVERTISED IN OUR CLASSIFIED COLUMNS WE ASK OUR READERS NOT TO SEND MONEY IN ADVANCE BUT TO PAY CASH ON DELIVERY."

material. As far as I know polyurethane is one of the best insulants available on the market today and used correctly could be of great benefit to mankind.

I personally do not think that the combustibility of polyurethane itself is of great importance, as the fuel content in any fire would be low. However, a well insulated engine room must generate a awful lot of heat and excess of heat must always generate a fire situation, which in turn will elevate the temperatures still further. If the heat does not get you the toxicity produced from any organic foam, or indeed glassfibre and resin, will.

These situations are bad enough on land and nowadays, unfortunately, invariably finish up as fatal accidents. At sea this results could be catastrophic.

Stepping up to 41-footer

VERSATILITY'S range of GRP hulls is to be expanded with the addition of a 41-footer.

Mike Haynes told *Fishing News* that work on the hull will get underway very soon and the main dimensions will be beam, 18 ft. 6 in. and draft, 8 ft.

Design work will be by Mike Haynes who has been responsible for the whole Versatility range. Hull prices will be "competitive" and the first is due in September.

The announcement means that fishermen wanting a GRP boat just slotting in under the DOT's 12m. safety survey limit now have a choice of hulls.

AMERICAN-STYLE HULLS FROM SUSSEX FIRM

A SUSSEX-BASED hull moulding and fitting out firm has taken a hard look at British GRP fishing boat building methods and come up with a minor revolution.

It is now offering GRP hulls which have built-in insulation and stiffening, but no frames.

Versatility Workboats of Rye is planning to adopt the semi system as used by the giant American Deaco boatyard which supplies hulls with a built-in high-density core. And it plans to step-up hull production by 300 per cent in the next two years with both solid end core glass-fibre hulls.

Deaco has produced over 200 large GRP boats with wooden cores which stiffen and insulate the hull while, at the same time, leaving the

finish of the interior smooth. Versatility says there will be an estimated 12 per cent space saving in the core version of the Versatility 35-

footer over a similar boat with conventional GRP frames. Mike Haynes—boss of the firm which was one of the first UK companies to build

GRP fishing boats—believes present-day practice of moulding-in frames not only wastes space but can even be counter productive.

GRP hulls rely on a certain amount of flexing to avoid damage when they are in minor collisions. Having stiff frames at close intervals takes away a hull's ability to flex.

He prefers to see hulls built of a heavy mat lay-up and fewer frames. This, he says, gives hulls more resistance to being holed.

"The combination of GRP and a high-density core results in a minimum hull shell thickness where the core material is used (which is approximately over two-thirds of the total surface area) of 1/2 in. in a Versatility 35 and 1 in. in a Versatility 36.

"The successful use of this method of construction is proven beyond any shadow of a doubt by the Deaco Marine Co. of St Augustine, Florida, USA", said Mike Haynes.

Versatility is experimenting with two types of core. Balsal is the usual wood used but, as light weight is not a pressing consideration with inshore boats, a German-made high-density plastic is being tested.

Hulls would be solid in the keel out to the area of the engine beds and, also, at the stem and skeg. The first hull with a core will be a Versatility 30 for workboat use.

Already the firm has used the core system for the superstructure of workboats and one fishing boat. One main advantage of space saving is in the engine and fish rooms, as the deck no longer needs a large number of protruding heavy beams.

A typical hull lay-up would be to apply five layers of mat, then the core which direct bonds, plus a further four layers of mat.

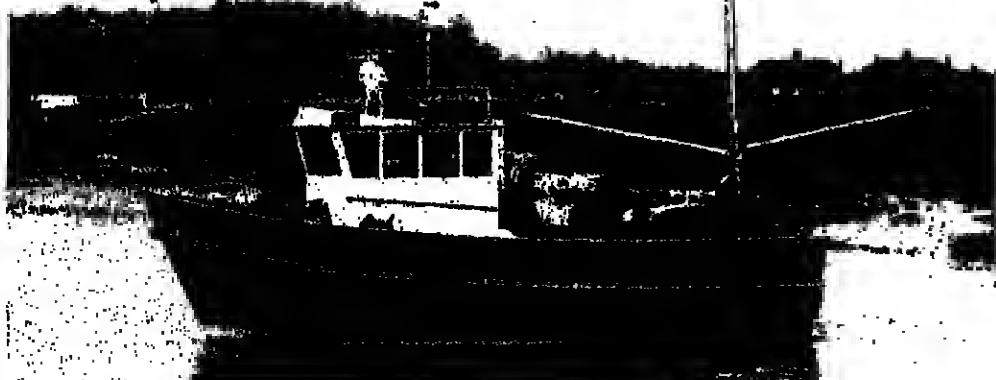
Being one of the first in the field Versatility built a GRP 25-footer (PZ 161) powered by a Petter 22 hp diesel in 1969—the firm has produced a large number of hulls.

The original 25 ft. Mk. I hull is still popular after over 100 have been moulded; and the Mk. II version is now up to about 20. Well over 100 of the 30-footers have been produced and the newest hull, the 35, is getting into its stride with eight turned out so far (four for fishing).

Hulls have been exported to Finland, France, Southern Ireland, Belgium, Holland, Cyprus, Barbados, plus the Seychelles and Channel Isles.

The firm was hard-hit by a fire in December 1976 and almost one year's production was lost while a new and purpose-built factory was erected. This double-glazed and insulated building is kept at a constant temperature seven days a week, according to Mike Haynes.

He has decided to step-up hull production by cutting down on the number of boats the firm fits out. The yard will now complete only one specialist boat at a time and all other hulls will be finished by outside yards.



JUST starting operations from Heleston, near Falmouth, Cornwall, is the Versatility 36 Thomas William (above).

The commercial fishing and wreck boat is owned by Patrick Strika who specified a Caterpillar V-8 diesel, type 3208, for the boat. This 160 bhp engine drives through a 3:1 reduction gearbox. Her deck gear includes a Drum Engineering net hauler.

She made her delivery trip through Westaries of Foras 6, 7 and 8—over Easter.

Rank to fit out range

RANK Morino International is to fit out the range of GRP fishing boat hulls produced by Versatility Workboats of Rye, Sussex.

The firm decided last Friday to form a liaison with Versatility and now Rank will have first option to fit out complete boats ordered from the Rye firm.

Rank, the company which operates two yacht marinas, came back into boatbuilding about two years ago. It now employs around 70 workers on building and has already fitted out one GRP fishing vessel—a Cygnus GM32.

The firm can complete craft to White Fish Authority, Lloyd's and Department of Trade requirements at Port Hamble, near Southampton, and has a new fitting out shed under construction to double production capacity.

Rank fits out pleasure and work boats and, also, undertakes boat repair and maintenance work.

Versatility is supplying a hull to Rank Marine International for fitting out as a demonstrator to display jointly at the Southampton Boat Show in September.

The boat will be a 35-footer fitted with GRP deck, and wheelhouse. Displacement will be 16 tonnes.

Profile of the Versatility 36 ft. hull Rank will fit out.



Adrienne—the 65-footer from the Melchide Shipyard—can adjust her propeller for towing or free-running.

Fuel-saving prop in Irish pair trawler

GERRY MOORE, skipper-owner of the new Irish 65-footer Adrienne, claims he has saved around 40 per cent in fuel costs during the first week of operating the wooden boat because she is fitted with a two-pitch propeller.

The Howth-based trawler, which will go pair-fishing, was designed and built by the Melchide Shipyard. She is the first Irish trawler to be equipped with the H29 hydraulic two-pitch propeller system from Newage Engineers of Shew, Lancashire.

It is controlled from a switch panel in the wheelhouse, and the two pre-set blade pitches are matched to the boat.

For economic free running to the grounds, the three-bladed propeller is set to coarse pitch; for trawling, giving heavy weather sailing and fish search, the blades are set in fine pitch.

At the end of his first week's fishing as a single boat, Skipper Moore reported operating for 71 hours—in-



less than the 1,000-gallon fuel usage reckoned for a similar boat with fixed propeller operating under the same conditions according to Newage.

Skipper Moore said his vessel's engine easily achieved full continuous rpm while free running and trawling. Adrienne is powered by a Kelvin TASCs main engine developing 415 hp at 1,200 rpm. It drives through a Reintjes WAV400 reverse-reduction gearbox with 4:1 reduction ratio.

The gearbox, factory modified by Reintjes, was supplied with the Newage two-pitch system which consisted of an actuator, hollow tailshaft for the blade adjustment rod and a 64-inch diameter propeller.

In the event of hydraulic failure, the propeller blades automatically return to the coarse pitch position so the boat will not be left powerless.

Adrienne is of larch planking on oak framing, with steel deck stringers, deck beams and steel watertight bulkheads. She has an overall length of 65 ft. and waterline length of 60 ft. Displacing 131 tons, she has a hp length of 56 ft. 6 in., overall breadth 22 ft. 6 in., depth moulded of 15 ft. 11 in. and draft of 10 ft. 6 in. The hull is made of aluminium, while all masts

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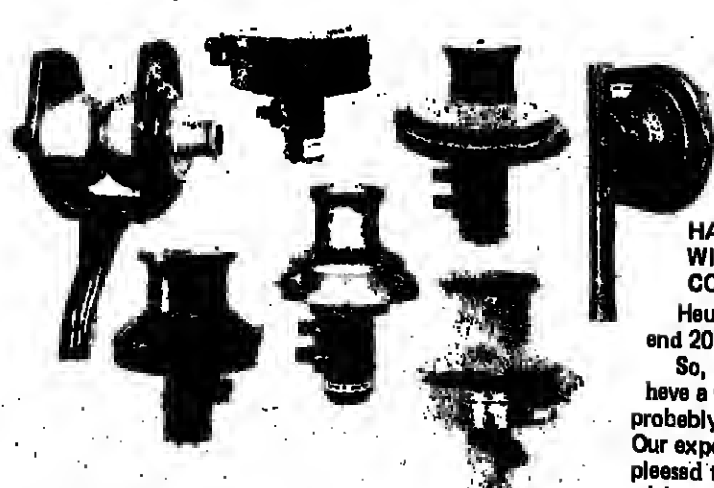


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